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COUNTRY East Germany REPORTTOPIC Brandenburg-Industrieafen AirfieldEVALUATION PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED DATE PREPARED 19 October 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

This is UNEVALUATED Information

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1. Between 12 and 18 September 1955, no air activity was observed at Brandenburg-Industrieafen airfield. At the most, a total of 30 to 40 IL-10s were parked at the field. Throughout the day on 24 September, there was intensive air activity, including formation flying by 2, 4, 9 or 10 IL-10s. Motor vehicles which entered and left the Pionier Kaserne sedan and truck

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2. On 17, 20 and 21 September, IL-10s flew individually and in formations of four, while some IL-10s made low-level attacks at targets on the field. On 21 September, 31 IL-10s were counted on the field.

3. The following air activity and aircraft were observed at the field between 20 September and 4 October 1955:

20 September. IL-10s practiced flying in formations of two and four.

21 September. At 1715, a formation of 3 Po-2s landed.

23 September. Between 1000 and 1300, IL-10s flew individually and in elements of two. At 1330, IL-10s flew individually and in elements of two. At 1330, 3 formations of 4 IL-10s each landed at the field. At 1430, 32 IL-10s,

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and blue leading edges on the rudder assemblies were parked on the northern edge of the field. At 1100, 4 IL-10s which were stationed at the field took off, flew in one formation for about 40 minutes and then landed again.

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Their propeller hubs and edges of the rudder assemblies had the same color as the fuselage. At 1700, 30 IL-10s without the usual red color on the propeller hubs and on the tips of the rudder assemblies, were parked on the usual dispersal areas.

24 September. At about 1245, IL-10s took off in elements of two, assembled in 3 squadrons of 8 each, and headed south. The formation returned after 45 minutes. At 1800, formations of 4 and 9 to 12 IL-10s, which were stationed at this and other airfields, took off from Brandenburg-Industrieafen, headed south and returned after 30 to 40 minutes.

26 September. No aircraft could be seen since the possibility of observation was considerably limited; but the loud noise of aircraft engines could be heard. At 1430, 12 IL-10s were observed in the revetments on the northern and northwestern edges of the field. These aircraft were believed to belong to the field, because the blue tactical symbols were not identified.

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27 September. At 0845, 27 IL-10s took off in elements of two, assembled in 3 formations of 9 and headed south.

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At 1345, 3 formations of 8 IL-10s each, headed south and returned after about 45 minutes.

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When the 3 formations were absent from the field, 4 IL-10s were parked at the southern edge near Neuendorf and 2 IL-10s in front of the hangars. Additional formations of 4 IL-10s headed south up to 1745.

28 September. Between 0700 and 1000 and between 1350 and 1530, formations mostly consisting of 12 IL-10s headed south.

29 September. After 0500, the loud noise of aircraft engines was heard. It was assumed that sorties were being flown.

30 September. Between 1000 and 1600, 3 or 4 formations of 8 IL-10s each headed south.

4 October. Between 1330 and 1600, individual flights and low-level attacks were made by IL-10s.

5 October. At 1120, 3 formations of 3 aircraft each took off and headed south-southwest. At 1130, 20 IL-10s

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were parked on the dispersal areas in front of the hangars. At 1300, it was observed from the town that 2 formations of 9 IL-10s each departed toward the south-southwest. Since the return of these aircraft was not observed, it could not be determined whether the aircraft had left the field or not.

6 October. At 1600, no aircraft were observed on the field.

4. The following shipments were loaded at Brandenburg-Altstadt railroad station:

3 October. At 0900, 6 tank trucks, 3 radio trucks, 4 command or repair-shop trucks, 1 truck, 2 sedans, and 6 boxcars. the train was bound for Erfurt.

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4 October. At 1130, 12 tank trucks each with 1 trailer

4 trucks 2 command or repair-shop trucks, 1 red-striped trailer as command car, 10 to 12 trucks with ~~ballistic~~ equipment, 16 to 20 boxcars, including 6 cars with 15 to 20 air force soldiers each. Some trucks had arrived from the direction of Quenz. On the preceding day, the railroad official could not assign railroad cars to the rolling mill, since these cars were required for a shipment to Briest on 4 October. A red-striped trailer, which had previously been observed at Briest airfield was seen. For these reasons, it is quite definitely assumed that the shipment came from Briest. The train left toward Rosslau-Halle at about 2200.

6 October. Eight trucks, 2 radio trucks, 15 to 18 tank trucks with trailers, and 28 boxcars with a few air force soldiers were seen being entrained. Since the arrival of these vehicles had not been observed, it could not be determined whether they had come from Brandenburg-Industriehafen or from Brandenburg-Briest. The train left toward Rosslau-Halle at 2005.

5. The following motor vehicles were observed on 3 and 4 October:

3 October. At about 1000, 2 command cars

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arrived from the direction of Quenz-Bridge. One car was occupied by at least 4 air force officers. The two cars proceeded toward the town.

4 October. At 0930, a column of 3 tank trucks with trailers and 4 trucks, all with drivers wearing black-bordered blue epaulets, moved from the direction of Quenz toward Brandenburg. Motor vehicles seen in the town included, sedan and truck both with drivers wearing black-bordered blue epaulets.

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6. The following air activity and aircraft were observed at Brandenburg-Industriehafen airfield between 21 and 30 September 1955:

21 September. IL-10s made individual flights and practiced aerobatics and 3 Po-2s made local flights.

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22 September. There was air activity by 3 Po-2s.

23 September. During the morning, about 16 IL-10s were employed for flying in elements of two and formations of four. At 1330, 3 formations of 12, 10 and 12 IL-10s landed at the field and were subsequently parked at the western edge.

24 September. At 1240, 24 IL-10s took off in elements of two, assembled in 3 formations and headed east.

26 September. No air activity was observed. It appeared that a new unit with IL-10s, apparently with green propeller hubs, was stationed at the field.

27 September. At 0824, 37 IL-10s crossed over the field from east to southwest. At 0910, 3 formations of 12, 8 and 7 aircraft with green propeller hubs landed and subsequently made formation flights in the vicinity of the field. The pilots of these units had a better flight discipline than the pilots from the units which had red propeller hubs.

28 September. From 0740 to 0920, there was formation flying by 7 and 8 IL-10 aircraft.

29 September. No air activity was observed. The antenna mast with the crook on top, no longer mounted the two bell-shaped antenna above one other; but a discone-type antenna instead.

30 September. At about 1150, 2 formations of 12 and 10 IL-10s flew in the vicinity of the field and subsequently landed in elements of two. At about 1520, 7 IL-10s took off and practiced low-level flying in the vicinity of the field. At the same time, 11 IL-10s flying in the following formation crossed over the field.

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Comment. The regiments of GA Div Brandenburg had been involved in army exercises in the Letzling Heath area prior to early October 1955. At that time, aircraft of GA Regt Stendal with blue tactical symbols had been temporarily stationed at Brandenburg-Industriehafen which had previously been marked by red propeller hubs and red upper edges on their rudder assemblies

The presumed third unit with green propeller hubs has not yet been identified. Since, approximately 5 or 6 October 1955 elements of GA Div Brandenburg (GA Regts Industriehafen and Briest) have been involved in exercises by the Eighth Gds Army in Thuringia. For this purpose, ground supply units were transferred by rail to Erfurt.

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